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REPORT OF THE CO-FINANCING MEETING FOR PROJECTS IN WEST AFRICAN TRANSPORT CORRIDORS

Ouagadougou (Burkina Faso), 10-12 Rebruary 1988

A. ORGANIZATION

1. At the invitation of the Burkinabe Government, the Co-financing Meeting for Projects relating to the West African Transport Corridors was held in Ouagadougou (Burkina Faso) from 10 to 12 February 1988.

B. PARTICIPATION

2. The following member States of the Economic Commission for Africa was represented: Benin, Burkina Faso, Cote d'Ivoire, Guinea, Mali, Niger, Senegal and Togo.

3. Also represented were the following United Nations bodies, specialized agencies and African Inter-governmental organizations, financial institutions and donor countries: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), World Bank, Organization of African Unity (OAU), Economic Community of West African States (ECOWAS), West African Economic Community (WAEC), African Development Bank (ADB), West African Development Bank (BOAD), Central African States Development Bank (BDEAC), Liptaka-Gourma Authority, Islamic Development Bank (IDB), European Economic Community (EEC) Caisse Centrale de Co-operation economique (CCCE), France and Federal Republic of Germany.

4. The representatives of the International civil Aviation Commission (ICAO), International Maritime Organization (IMO), Pan-African Telecommunications Union (PATU), Union of African Railways (UAR), Port Management Association for West and Central Africa (PMAWCA), took part as observers.

C. OPENING OF THE MEETING

5. The meeting was declared open by Comrade Issa Dominique Konate, Minister of Transport and Communications of Burkina Faso.

6. In his speech, the Minister extended a warm welcome to all the participants, on behalf of Comrade President Compaore Leader of the Front Populaire and Head of State of Burkina Faso, the Government and People of Burkina Faso and wished them a pleasant stay in Burkina.

7. He observed that this meeting was taking place at a historic moment in the transport and communications Decade and recalled the fact that the objective of the meeting was to provide access for land locked countries, namely Mali, Niger and Burkina Faso, through transit corridors in the coastal countries of Benin, Cote d'Ivoire, Ghana, Guinea, Mauritania, Senegal and Togo.

8. Turning his attention to the implementation of the Decade projects, he observed that there are still difficulties in this regard and that the rate of implementation had fallen below the needs and expectations of all concerned. He therefore requested the representaives of funding agencies and the countries concerned to demonstrate an even greater common determination to jointly pursue the efforts launched since the beginning of the Decade, with a view to improving the quality of services in the transport and communication sector.

9. The Minister further indicated that national development efforts will only produce positive results, if there is economic integration within the subregion. He observed that the implementation of projects included in this context, will play a strategic role in the achievement of this desired integration.

10. Addressing donors, he indicated that they were aware of the existing problems and wished this meeting would not just be one more added to the series, but that it would be a decisive step for projects submitted. He therefore urged them to become further committed to the projects being considered during this meeting.

11. The chief of the ECA Transport, Communications and Tourism Division, read out the statement of Professor Adebayo Adedeji, Under-Secretary General of the United Nations and Executive Secretary of the ECA.

12. In his statement, the ECA Executive Secretary expressed his particular satisfaction that this meeting was being held in Ouagadougou where ECA had already organized a technical consultative meeting on railway projects, during the first phase of the Decade.

13. Recalling the background to the Decade, he indicated that the United Nations General Assembly, in response to an appeal from the ECA Conference of Ministers, had invited the entire international community to provide total material, financial and technical assistance to the Decade. Concerning the specific role of the ECA in the attainment of the Decade objectives, he indicated that the ECA had been charged with assisting the United Nations Secretary General to mobilize resources and that African Ministers of Transport, Communications and Planning meeting in Addis Ababa in 1979, had not only supported this proposal, but also requested ECA to assist in the search for funding for their projects.

14. He recalled that this meeting had the same objectives as the first co-financing meeting organized by ECA, namely, making it possible for African authorities on one hand and donor countries and financial institutions on the other hand, to consider a certain number of projects. In sequel to the meeting, bilateral contacts shall be established between African countries and donors. thus concretizing the interest manifested by the latter during the course of the meeting. This meeting was organzied in close collaboration with regional and subregional development banks, and UNCTAD, with a view to giving full consideration to the needs of beneficiary countries. This meeting will consider 43 projects, including 23 concerning roads, nine on railways, nine on ports, and one each relating to air transport, telecommunications and the shipping sectors.

15. The ECA Executive Secretary further reiterated the impression given by donors that in view of the present international economic situation, resources for development assistance have become constrained and as a result, priorities for assistance have to be clearly defined. He however expressed the hope that the countries which are likely to come to the aid of Africa would redouble their efforts for the realization of the Decade programme.

16. The ECA Executive Secretary indicated in conclusion, that the presence of donors at this meeting is ample proof of their determination to support the United Nations Transport and Communications Decade in Africa.

17. A statement by the ECOWAS Executive Secretary, was read by his Deputy, Mr. Ouedraogo Kadre Desire. In the message, the Executive Secretary first thanked the Burkinabe Government, the Secretary General of the United Nations and the ECA Executive Secretary for their continuous efforts made to involve specialized agencies in the socio-economic development of the West African subregion.

18. He indicated that the successful implementation of the provisions of article 40 of the Treaty establishing the ECOWAS, led the Confernce of Heads of State and Government meting in Lome in 1980 to adopt resolution A/DEC./20/5/80 concerning the community transport programme whose main objective is to establish effective links among member States. The strategy adopted is geared towards the development and modernization of infrastructure, opening up of land locked countries, harmonization of legislation among member States, adoption of standard equipment, the promotion and creation of joint savings companies and training centres.

19. To attain these objectives, ECOWAS assumes the role of coordinator and promoter of all initiatives relating to transport within the subregion.

20. He further stated that ECOWAS had adopted several decisions aimed at harmonizing legislation pertaining to roads and participated in the construction of some sections of the road networks.

21. He informed the meeting that ECOWAS had prepared a programme for economic recovery which would be a component of the OAU priority programme for Economic Recovery. This programme involves 18 regional and seven national transport projects.

22. He finally expressed satisfaction for the close cooperation existing between ECA and ECOWAS in the transport sector and also his appreciation of the fact that the WAEC had included in its new five-year plan some ECOWAS projects.

23. The WAEC Secretary General, underscored the timeliness of the meeting and indicated that WAEC had just finished preparing a transport plan for the community which coincides with the concern of both Africa and the United Nations. This transport plan, developed through the constant collaboration between the WAEC General Secretariat, member States and donors, covers all the various transport modes as well as problems affecting access to ports. The plan concerns over land infrastructure - interconnection of existing rail sections, linking of capital cities with asphalt roads and the navigability of rivers.

24. The estimated cost of establishing this minimal integrated network is more than 6 billion CFA francs and will require a great effort on the part of donors for their understanding. The speaker expressed his

satisfaction that the concerns of the WAEC had bee reflected by ECA in the working document for the meeting and indicated that WAEC will pursue its cooperation with ECA beyond the Transport and Communications Decade in Africa.

25. Mr. M. Bongoy read a message sent by Bruno Kreisky, former Chancellor of Austria and Resident of the Vienna Institute for Development and Co-operation. In the message, Mr. Kreiesky reviewed the activities of the Vienna Institute for Development and Co-operation which is currently studying a railway project concerning Mali, Niger, Burkina Faso, Benin and Togo.

26. The first meeting on this project took place in 1985 and was attended by delegates from intergovernmental organizations, multilateral funding agencies as well as industrial experts and banking institutions. Other meetings have been organized in Vienna, which have provided opportunities for defining future activities. The Vienna Institute recruited consultants who are currently engaged in the first phase of the feasibility study which will end in March 1988. On the completion of this phase of the study, the Institute intends to request that the final feasibility study be prepared and to introduce new evaluation procedures. The estimated date of completion of the study is the summer of 1988.

D. ACCOUNT OF PROCEEDINGS

Adoption of agenda and organization of work
(Agenda item 2)

27. The meeting adopted the following agenda proposed by the secretariat:

1. Opening of the meeting
2. Adoption of the agenda and organization of work
3. Introduction of the document prepared for the meeting
4. General statements by representatives of financing institutions and agencies
5. Presentation and consideration of projects
6. Any other business
7. Overall evaluation of the result of the meeting in terms of donor response
8. Adoption of the report and closure of the meeting.

28. The following programme of work was also adopted:

Morning : 9:00-12:00 hrs.
Afternoon : 15:00-18:30 hrs.

Presentation of projects document prepared for the meeting
(Agenda item 3)

9. The Chief of Transport, Communications and Tourism Division of ECA introduced the working document prepared for the meeting entitled: Cofinancing Meeting for Projects in West African Transport Corridors (Document DEC/TRANSCOM/CFM.3/1). He summarized the major sections of the report.

General statements by representatives of donor countries and financing institutions
(Agenda item 4)

30. The representatives of the UNDP and the World Bank made the following statements:

31. In her statement, the UNDP representative Mme Aissatou Kone Diabi, speaking on behalf of Mr. Damiba, Regional Directer of the UNDP - Africa Region, commented on the organization of this co-financing meeting and indicated that the UNDP has always manifested particular interest in activities aimed at establishing transport and communications network.

32. She further indicated that the 4th UNDP Regional Programming Cycle for Africa 1987-1990, has set as one of its main objectives, the strengthening of facilities in Africa for improved management and utilization of transport and communications infrastructure. The UNDP will be expecting to receive proposals that will coincide with its efforts in favour of land locked countries and the integration of the economies of the subregion.

33. In his statement, Mr. Beenhakker, the representative of the World Bank, indicated that he had the privilege of participating in the 11th meeting of the Inter-Agency Co-ordinating Committee and had thus had the opportunity of reviewing in collaboration with his colleagues, the progress achieved in the development of transport and communications during the period 1978-1988. He however stated that there is room for improvement and that development will take time. He encouraged African governments to give particular consideration to training, the establishment of institutions, coordination of transport policies and the simplification of documentary procedures during the next Decade.

34. Referring to the co-financing meeting, he indicated that it is of vital importance to establish co-ordination among bilateral and multilateral organizations and underscored the need for coordination of aid, failing which there will not be any coordinated development of the transport network.

Presentation and consideration of projects
(Agenda item 5)

35. General statements were made by the ministers in charge of Transport and Communications of Burkina Faso, Benin, Mali, Niger and Togo, as well as

by leaders of delegations of Cote d'Ivoire, Guinea and Senegal. In addition to presenting a summary of their projects contained in the document under consideration, all the delegates expressed their strong support for the meeting which seeks to address subregional development issues. They expressed their appreciation and thanks to the government of Burkina Faso and the Economic Commission for Africa for organizing the co-financing meeting for the subregion.

36. The projects were then presented by corridor group. The countries were asked to clarify any points in the document. The financing institutions, donor countries and agencies were then asked to respond to the presentation; in particular, they were asked to indicate their interests, if any, on the projects proposed for each sector. Projects in the following corridors were considered.

1. Abidjan-Burkina Faso-Mali Corridor

37. Five projects costing an estimated CFA Fr. 51.555 billion were presented for consideration. There was still a financing gap of CFA Fr. 35.655 billion.

38. In the course of discussions, three more projects were proposed to be included in this corridor:

(i) Extension of the Mali project ROP-28-002 in to Burkina Faso;

(ii) A railway project in Cote d'Ivoire and Mali concerning the junction linking Mali Railways and Abidjan-Niger Railways (RAN). The proposed line will link Ouangolodougou in Cote d'Ivoire to Bamako, passing through Sikasso. A technical sheet on the project has been distributed.

(iii) Air transport project in Mali for the expansion of the Bamako Airport at Senou.

39. Burkina Faso increased the cost of its project AIP-47-001 by CFA 0.6 billion to a total of CFA 9.6 billion. It was indicated that local financing for this project amounting to CFA 5.5 billion has been allocated, leaving a financing gap of CFA 4.1 billion.

40. After these presentations, the representatives of donor countries and institutions did not make any specific offers in connection with the projects presented.

2. Dakar-Mali Corridor

41. Seven projects costing an estimated CFA 7.650 billion were presented. However, the representative of Senegal indicated that projects ROP-28-003 and ROP-37-00 should be considered jointly. Furthermore, the study is currently being executed with financing from the IDB, ECOWAS and interested States. The estimated cost of the two projects is around CFA 20.000 billion.

42. The representative of the World Bank expressed interest in these two projects. However, he stressed that there is need for the feasibility studies to show the viability of these projects.

43. The representative of the ADB also indicated that the ADB was interested in supporting these two projects, provided that the studies do show viability, but he could not commit the Bank at this stage. He further stated that the countries concerned had also submitted other projects in the same corridor. It is therefore necessary for these countries to review and clarify their priorities.

44. Regarding project RAP-28-002 for Mali, it had been submitted to BOAD as early as 1986. BOAD is very interested in this project and would like to obtain the updated studies.

3. Lome-Burkina Faso-Niger-Eastern Mali Corridor

45. One of the three projects contained in the document, namely project HAP-47-001 of Burkina Faso costing CFA 798 million has been fully financed by KFW and was under construction, with completion expected in February 1988.

46. Concerning Niger-Burkina project ROP-32-002, the cost has been revised to CFA 14,300 million. The study portion, costing CFA 1.650 billion had been funded by EDF and BOAD. The balance of CFA 12.850 billion remains. ADB proposed that project be changed to Dori-Tera-Niamey road and indicated its interest in financing the project. BOAD also expressed its interest.

47. The World Bank representative said he was convinced by reasons given in support of project ROP-47-002 for Burkina faso and would present it to the Bank for further consideration. For this reason, he requested that the study be sent to the Bank.

4. Cotonou-Burkina Faso-Niger-Eastern Mali corridor

48. The cost, financing status, project definitions and implementation status of projects in this corridor were updated. The projects in this corridor received an encouraging show of support from financing institutions and agencies present.

ROP-03-00 Benin: Cost updated to CFA 9.335 billion.

ROP-03-001 Benin: Cost updated from CFA 12 billion to CFA 15 billion.

ROP-03-006 Benin: Cost updated to CFA 19.6 billion. Several donors (BOAD, ADB, IDB, Kuwait Fund, etc..) showed their interest in financing the first and third projects.

RAP-03-001 Benin: Ballasting of the Save-Parakar line (176 km). Cost of project - CFA 2.250 billion. The representatives of Benin and Niger made mention of this project which was omitted in the projects document.

49. The BOAD expressed its interest in this project and indicated that it could be approached to continue the project immediately after the completion of the first phase, which is financed by the CCCE and FAC.

50. ROP-33-001 Niger/Mali: Project redefined to cover 124 km from Tilabery to Mali border at new cost estimated at CFA 25.318 billion. With respect to this project, Mali proposed even a further extension of the road into Mali through Gao, Ansongo and Labberengu in order to complete the corridor. No interest was expressed at the meeting regarding financing of this project.

51. ROP-47-003 Burkina Faso: The project was redefined to extend from Fada N'Gourma - Pama to Benin border at a revised cost of CFA 11.68 billion, of which CFA 5.828 billion has already been secured, leaving CFA 5.852 to be sought. ADB and the government of Norway have already provided financial support. BOAD expressed firm interest by indicating that CFA 2 billion has already been pledged for the project, and that the Bank could even go up to CFA 2.5 billion if necessary. ECOWAS also expressed its interest in this project.

52. RAP-60-003 Benin/Niger It was proposed that the title of this project be changed and that feasibility and economic studies be included. Benin and Niger clarified that the project does indeed include feasibility as well as economic studies, and that is why the cost has increased by CFA 300 million to a revised total of CFA 2.04 billion. Interest was expressed in this project by CCCE, BOAD, ADB and CEAO.

53. HAP-47-001 Burkina Faso: This project costing CFA 1.5 billion has been completely financed by BOAD, with the participation of the Burkinabe Government.

54. An additional project for the construction of a warehouse for Niger at Cotonou was proposed. Out of the total estimated cost of CFA 555 million, CFA 33,000,000 would cover the feasibility studies promised to be financed by CCCE.

5. Conakry-Mali Corridor

55. Some projects in this corridor have already elicited expressions of interest from some donors such as the World Bank and the CCCE. The later has already established financing for the rehabilitation of bridges and ferries in Guinea and more specifically within this corridor. The cost of these two projects have been updated.

56. ROP-60-00 Mali/Guinea: The cost of technical and economic studies remain the same at CFA 939 million, while the cost of constructing the Bamako-Kouemale-Siguiri-Kankan road is updated from CFA 17,841 billion to CFA 18.780 billion. A joint Guinee-Malian Technical Committee has been established to monitor this project and in October 1986, a joint request was submitted by both parties to the EDF, concerning the financing of the technical and economic studies. The meeting noted the firm support given by H.E. the Minister of Transport and Public Works of the Republic of Mali.

57. ROP-19-004 Guinea: The project cost was revised to CFA 27.8 billion from the original estimate of CFA 24.6 billion. The World Bank representative expressed that the Bank is interested in this project and added that relevant discussions were underway with CCCE. The Bank will be the lead agency for cofinancing the project, the studies for which are already available.

58. RAP-19-001 Guinea/Mali: The World Bank questioned the wisdom of developing a railway parallel to a road. The representative of Guinea explained that rehabilitation of the existing railway continues to be a priority for Guinea. He mentioned that CCCE had already provided assistance to this project which was considered during a donors conference in 1985, following which the review of its dimensions was envisaged. The new project document will be transmitted to ECA at the appropriate time.

6. Tema-Burkina Faso-Mali Corridor

59. Out of the ten projects proposed in this corridor, direct interest was expressed in four and indirect interest in one.

60. ROP-47-001 Burkina Faso-Mali: Project now estimated to cost CFA 14.691 billion out of which CFA 5.840 billion has been secured from EDF and IDB, leaving a balance of CFA 8.850 billion. Further interest was expressed in this project by, IDB, ECOWAS and CEAO.

61. ROP-47-004 Burkina Faso: The cost of this road project was revised from CFA 10 billion to CFA 11.885 billion. BOAD has financed the study portion of CFA 185 million, leaving CFA 11.700 billion to be financed. ECOWAS indicated that this project is in their economic recovery programme for West Africa.

62. Projects HAP-47-001 Burkina Faso and HAP-28-001 Mali for the construction of warehouses at Tema were supported by ECOWAS and CEAO.

7. Nouakchott-Mali Corridor

63. Mali indicated its determination to develop this alternative corridor, indicating that protocols of agreement on road transport and transit facilities had already been signed between Mali and Mauritania. Moreover, Mauritania had already built part of the Sahelian Highway in its territory up to Nema at the boarder with Mali and allocated port facilities for Mali at Nouakchott. ADB requested Mali and Mauritania to send copies of studies for projects in this corridor to the Bank for consideration.

64. The Mali-Mauritania - engineering studies and construction of bitumen road from Nioro du Sahel (Mali) to Aloun el-Atroun (Mauritania) project was supported by ECOWAS and ADB. The IDB financed the CFA 269 million feasibility study for this project, leaving a financing gap of CFA 15.000 billion cost of construction.

65. HAP-28-001 Mali: CEAO expressed support for the project to construct a warehouse at Nouakchott port for Mali, costing CFA 1.5 billion.

66. In the general remarks at the end of the presentation of projects, the representative of the UNDP reiterated the UNDP support for the development of transport and communications in Africa. In addition, he raised the question of a follow-up mechanism for the interests expressed by donors at the meeting to be translated into concrete actions.

67. The Chairman pointed out that the major responsibility for follow-up lay with the individual countries. They should prepare the documents required of them by the financing institutions and donors. However, in cases where a country may need assistance in following up the expressed interest, the ECA stood ready to assist in any way within its means. In any case, it is still the responsibility of the country to request such assistance from ECA.

Any other business (Agenda item 6)

68. No matters were raised under this item.

Evaluation of the meeting (Agenda item 7)

69. After few amendments, the meeting adopted the evaluation report prepared by the ECA. The report is included in annex I.

Adoption of report and closure of meeting (Agenda item 8)

70. Following few amendments, the meeting adopted its report. The meeting also adopted a vote of thanks to the Government and People of the Republic of Burkina Faso. This is shown in annex II to this report.

71. At the closing session, the chief of the ECA Transport, Communications and Tourism Division, Mr. Bongoy, first reminded the representatives of Governments attending the meeting, of the importance of ensuring a follow-up to the interests expressed during the co-financing meeting. This follow-up should be made not only by ECA, but also and even more importantly by States themselves.

72. Mr. Bongoy also requested the representatives of governments to avoid resorting to frequent shifts in their priorities and to be consistent in presenting to the various meetings they attend, the same projects they consider as priorities.

73. Mr. Bongoy invited the governments to give particular consideration to projects having a subregional impact, because the execution of such projects would definitely contribute to the strengthening of relations aimed at economic integration among countries, which is the most important objective of the Lagos Plan of Action and Final Act of Lagos.

74. Addressing financial institutions and donor countries, Mr. Bongoy suggested that the concept of "everything being equal" which is usually referred to in traditional economic analysis, should be broken down and scrupulously dissected, because it probably contains the main realities that should duly be taken into consideration.

75. Commenting on the rate of profitability of transport projects, Mr. Bongoy urged "the analysts" to consider the coridors in their totality and consequently to assess the rate of profitability of each link in the light of that of the entire chain.

76. Mr. Bongoy concluded his intervention by reiterating his thanks to all participants for their positive and valuable contribution to the success of the meeting.

77. Speaking in his turn, the OAU Representative, Mr. Afanou first underscored the importance of this co-financing meeting for transport projects, not only for the 10 African countries concerned, but also for the OAU, since it facilitates the mobilization of funds required for executing projects which could contribute to the opening up of the 3 land-locked countries, as well as to the consolidation of trade and fraternal relations among the countries concerned. He also assured participants of the total political support of the OAU.

78. The Burkinabe Minister of Transport and Communications, Mr. Issa Dominique Konate who spoke next, expressed his satisfaction at the number of African countries concerned which were represented at the meeting mostly at ministerial level, as well as the number of donor countires and financial institutions participating at the meeting. He extended to the participants the sincere appreciation of President Comrade Blaise Compaore, Leader of the Front Populaire and Head of State, as well as that of the Burkinabe Government and People. The Minister wished the participants a safe journey home and then declared closed the deliberations of the co-financing meeting for projects in West African Transport Corridors.

EVALUATION OF THE CO-FINANCING MEETING FOR PROJECTS IN WEST AFRICAN TRANSPORT CORRIDORS

1. The co-financing meeting for projects in West African transpot corridors was held in Ouagadougou (Burkina Faso), from 10 to 12 February 1988. It was organized in accordance with appropriate resolutions of the ECA Conference of Ministers and the United Nations General Assembly.

2. The aim of the meeting was to provide an opportunity for the ten countries in the subregion, namely Benin, Burkina Faso, Cote d'Ivoire, Ghana, Guinea, Mali, Mauritania, Niger, Senegal and Togo to submit their transport corridor projects to the group of donors for financing.

3. Forty-nine projects costing CFA francs 505.357 billion were presented. The following corridors were considered:

Abidjan-Burkina Faso-Mali

4. Three other projects estimated at CFA 93.730 billion were added to the five projects intially listed in this corridor. The total updated cost of the eight projects in this corridor amounts to CFA 145.585 billion, of which CFA 15.6 billion has been obtained. The donors did not express interests in the projects presented. The meeting took note of the status of project RAP-47-002.

Dakar-Mali

5. Seven projects costing CFA 53,7 billion were presented. ADB, IDB and ECOWAS expressed interest in projects ROP-28-003 and ROP-37-00. The BOAD was interested in project RAP-28-002. The total cost of these three projects is estimated at CFA 24.8 billion.

Lome-Burkina Faso-Niger-Eastern Mali

6. Three projects costing CFA 38.598 billion were presented. Project HAP-47-001 was fully financed by Kreditanstalt fur Wiederaufbau (KFW). The studies on project ROP-32-002 costing CFA 1.65 billion were also financed by BOAD and EDF.

7. ADB and BOAD expressed interest in the road project linking Dori-Tera-Niamey. The World Bank Representative said he was convinced by the presentation of project ROP-47-002 and promised to collaborate with colleagues in the Bank to follow up this project.

Cotonou-Burkina Faso-Niger-Eastern Mali

8. To the eight projects initially identified at a cost of CFA francs 54 billion, Niger added one project costing CFA 555 million, for which CCCE will provide financing for the studies. Benin and Niger added a railway project costing CFA 2.25 billion. Mali added one project which is the continuation

of the Tillaberu-Mali border up to Gao road costing CFA 12.618 billion. The corridor thus has a total of 11 projects costing CFA 88.678 billion. ADB, Norway, BOAD and ECOWAS expressed interest in project ROP-47-003. CCCE, BOAD, ADB and CEAO expressed interest in project RAP-03-001. ADB, BOAD, IDB and Kuwait Fund confirmed their interest in projects ROP-03-006 and ROP-03-00.

Conakry-Mali

9. Five projects costing CFA 65,373 billion were presented. Some of the projects have already elicited expressions of interest from some donors, particularly the World Bank and CCCE which has already established financing for the rehabilitation of bridges and ferries in Guinea. Furthermore, World Bank and IDB expressed interest in project ROP-19-004; CCCE and ADB expressed interest in project RAP-19-001.

Tema-Burkina Faso-Mali

10. Ten projects were presented with an updated total cost of CFA 47.957 billion. IDB, ECOWAS and CEAO expressed interest in project ROP-47-001. BOAD has financed project ROP-47-004 at a total cost of CFA 185 billion.

Nouakchott-Mali

11. Five projects costing CFA 65.466 billion were presented. CEAO, IDB and ADB expressed interest in project HAP-28-001 costing CFA 1.5 billion.

SUMMARY

12. Of the 49 projects presented at the meeting, with a total cost of CFA 505.357 billion, donors expressed interest in 22 projects costing CFA 178.860 billion. This is 39.31 per cent of the estimated CFA 454.986 billion of external financing requested.

13. Participants' response at this meeting was generally quite positive. The Economic Commission for Africa views this as an encouragement for it to organize similar meetings aimed at mobilizing financing required for executing transport and communications projects in other African subregions. It is now the responsibility of the States themselves to follow-up the expressions of interest made by donors during the course of the meeting.

14. Representatives of banks specially requested the feasibility studies on projects that are of interest to them.

15. All participants at the meeting acknowledged that the global approach used for projects within the corridors should be encouraged, since it provides an excellent opportunity of identifying problems and developing co-operation among States.

16. The participants expressed appreciation to the Government and People of Burkina Faso for having contributed to the success of the meeting.

17. The costs and financing status of each corridor programme are summerized in the following table.

RESUME (COST IN MILLION FCFA)

Corridor	No. of project	Total cost in million	Financing obtained before co-financing meeting		External financing sought	Interest expressed during the co-financing meeting	G / F x 100
			External	Local			
A	B	C	D	E	F	G	H
Abidjan-Burkina Faso	8	145 585	-	15,600	129,985	-	0
Dakar-Mali	7	53,700	10,200	850	42,650	24,800	58.15
Lome-Burkina Faso-Niger-East Mali	3	38,598	7,638	-	30,960	30,960	100
Cotonou-Burkina Faso-Niger-East Mali	11	88,678	5,105	2,778	80,795	46,960	58.12
Conakry-Mali	5	65,373	1,954	-	63,419	43,854	69.15
Tema-Burkina-Faso Mali	10	47,957	6,026	220	41,711	29,576	0.17
Nouakchott-Mali	5	65,466	-	-	65,466	2,710	4.13
Total	49	505,357	30,923	19,448	454,986	178,860	39.31

VOTE OF THANKS

The participants at the co-financing meeting for projects in West African Transport corridors,

Considering the warm welcome and hospitality they have been accorded throughout their stay in Ouagadougou,

Considering also that this cordial reception is a typical demonstration of the legendary hospitality of Africa in general and of the Burkinabe people in particular,

Request comrade Issa Dominique Konate, Minister of Transport and Communications of Burkina Faso to kindly convey to His Excellency Captain Blaise Compoare, Leader of the Front Populaire and Head of State, to the Government and People of Burkina Faso, their sincere appreciation for the efforts made to organize this meeting in Ouagadougou.

Express their appreciation also to the financing institutions and donor countries, for having actively participated in the deliberations of this co-fianncing meeting and to the ECA for the preparations leading to the organisation of the meeting.

Done in Ouagadougou
12 February 1988

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ECONOMIC COMMISSION FOR AFRICA

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REPORT OF THE EXTRA-ORDINARY MEETING OF THE INTER-AGENCY CO-ORDINATING COMMITTEE (IACC) ON UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE FOR AFRICA

Kinshasa (Zaire), 14-15 March 1988

A. ORGANIZATION

1. The second extra-ordinary meeting of the Inter-Agency Co-ordinating Committee for the United Nations Transport and Communications Decade in Africa, was held on 13 and 14 March 1988 in Kinshasa (Zaire). The meeting was convened in conformity with the decision taken in Ouagadougou at the eleventh ordinary meeting of the Committee.

B. PARTICIPATION

2. Present at the meeting were representatives of the following United Nations specialized agencies and institutions, as well as African intergovernmental organizations: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), International Civil Aviation Commission (ICAO), International Telecommunications Union (ITU), International Maritime Organization (IMO), African Civil Aviation Commission (AFCAC), Organization of African Unity (OAU), Pan-African Telecommunications Union (PATU), Union of African Railways (UAR), Port-Management Association of Eastern and Southern Africa (PMAESA), Mano River Union (MRU), International Labour Organization (ILO).

3. Also participating at the meeting in observer status, were representatives of Burkina Faso, Guinea and Zaire.

C. OPENING OF THE MEETING

4. In his opening statement, Citoyen MULAMBA MUSAMBAYI, Deputy Minister of Transport and Communications, first welcomed delegates and briefly recalled the decision taken by the Committee in Ougadougou to hold this extra-ordinary meeting in order to finalize the evaluation report on the Decade.

5. He underscored the fact that on a national level, transport modes represent a strategic sector for Zaire, on account of the vastness of its national territory (2345000 km^2) and that the Executive Council has always given support to this sector at subregional and regional levels and consequently gave its total support to the launching of the Decade in Kinshasa in 1977, participated in all meetings of the Conference of Ministers of Transport, Communications and Planning, as well as supported various joint activities including the rehabilitation of the Bengwela Railway.

6. Citoyen MULAMBA observed that on the basis of the evaluation of this first Decade, appropriate recommendations should be made with regard to the continuation of the development of transport and communications in Africa, as well as with a view to safeguarding achievements made during this Decade.

7. He wished the meeting every success in its deliberations and formally declared open, the second extra-ordinary meeting of the Committee.

D. ACCOUNT OF PROCEEDINGS

Adoption of the Agenda and Work Programme (Agenda item 2)

8. The meeting adopted the following agenda and work programme.

MONDAY 14 MARCH

10.00 - 12.00 Registration of participants at Palais du Peuple

15.00 - 15.30 Opening ceremony : Statement by the Minister of Transport and Communications

15.30 - 18.00 Presentation of the Evaluation Report on the Decade

- discussions

TUESDAY 15 MARCH

9.00 - 12.00 - Adoption of the Agenda

- discussions

12.00 - Lunch break

18.00 - 20.00 - discussions

- closure of the meeting

Consideration of the Global Evaluation Report of the UNTACDA

9. A representative of the secretariat presented the document: Global Evaluation Report of the UNTACDA (Doc. E/ECA/TCD/55) for consideration.

10. In summary, it was stated that ECA had revised the Global Report according to the suggestions made at Ouagadougou at the eleventh meeting of the Committee. Attempts had been made to incorporate all the major points made by the Committee into the current report. Specifically, the revised report presents the results of implementation and impact of the Decade in separate chapters, and the recommendations had been reformulated into five groups. One recommendation on other relevant considerations for the second Decade had been added.

11. The Secretariat further reported that all sectorial reports, except for the postal sub-sector, had been completed. The major impact of the Decade on the development of transports and communications at policy level, institutional development, co-operation, resource mobilization and sectoral development were highlighted.

12. In conclusion, the secretariat thanked the committee for its contribution to the Decade in general, and the evaluation exercise in particular.

13. The meeting acknolwedged that the report presented by the ECA, reflected the main observations made in Ouagadougou during the 11th IACC meeting. However, participants made some amendments, as follows:

(a) paragraph 130 should read "nearly US$13 billion" instead of more than 12 billions...",

(b) paragraph 164(iv) should read "Consequently, no regional master plan was developed except in the telecommunications sub-sector where the PANAFTEL project represents the regional master plan and in Civil Aviation which has developed a regional plan for air navigation".

14. The participants reaffirmed the need to have a second Decade, preceeded by a preparatory two-year period. In this regard, they propose to submit through the meeting of experts, to the Conference of African Ministers of Transport, Communications and Planning, the following recommendations:

Recommendation 1: Declaration of a Second Transport and Communciations Decade in Africa.

The main objectives and aims of the Transport and Communications Decade in Africa have been pursued and reasonably achieved up to a point over the past nine years. The major contribution of the Decade to African development has been the fact that the region has been equipped with a regional global strategy for the development of the transport and communications sectors, designed to stimulate and sustain socio-cultural and economic co-operation, integration and economic growth in Africa. In view of the long-term nature of these activities and the fact that a good foundation has been laid during the first Decade, it is appropriate that a Second Decade be proclaimed, during which the activities and momentum should be continued as follows:

(a) The principles and objectives of the global strategy be reaffirmed and strengthened, in order to provide an improved framework for the regional development and planning of the transport and communications sectors in Africa,

(b) The principle of the Second Decade be accepted by the ECA Conference of Ministers, as well as by the OAU Summit Conference of Heads of State and Government and that this Second Decade be proclaimed by the UN General Assembly,

(c) The effective period of the Second Decade be 1991 - 2000, which should be regarded as an intermediate phase in a long-term programme for the total achievement of the global objectives of facilitating physical integration of the continent.

Recommendation 2: Maintain the expertise and experience acquired during the first Decade by retaining and reappointing the statutory and executing agencies.

The first Decade has not only been an original but a unique experience of a long-term programme in the UN System. The lessons and experiences acquiried from it would be of invaluable significance for a Second Decade. During the current Decade, it has been possible to establish strategies, mechanisms and basic conditions which enabled the implementation of the programme and it is therefore necessary for these to be available for the proposed Second Decade.

In this regard, it is recommended that:

(a) The role and responsibilities of the Conference of African Ministers of Transport, Communications and Planning as well as its functions as the permanent policy making body for the implementation of the proposed Decade programme, be reconfirmed;

(b) ECA be reappointed as lead agency for the implementation of the Second Decade and to be responsible for the following:

(i) preparation of the Second Decade programme in close collaboration with all the relevant African regional/subregional intergovernmental organizations, agencies of the United Nations system, African and international institutions;

(ii) harmonization, co-ordination and monitoring of all activities to be carried out by itself and by all the other institutions, within the context of the Decade;

(iii) ensuring the coherence and harmonization of regional and subregional projects and components of national transport and communications plans and projects related to the global strategy and programme;

(iv) providing the secretariat services for the implementation of the programme.

(c) The Inter-Agency Co-ordinating Committee be reappointed, its composition expanded to included users and operators' representatives, and its role as the ultimate technical body of the programme, responsible to the Conference of Ministers, be strengthened.

Recommendation 3: Allow a two-year preparatory period between the end of the first and the launching of the Second Decade.

The preparation and implementation of the first Decade were adversely affected by the lack of experience and inadequate preparation of the programme. Taking into account the lessons from the experience, it seems absolutely imperative that adequate time is devoted to the careful preparation of the

Second Decade programme. In this regard, the States are urged to provide ECA with all relevant information. Furthermore, since the first Decade did involve and generated interest in various circles, which should be maintained and re-emphaized, the preparatory period would enable dissemination of the results of the implementation of the first Decade, and discussions which would enable the smooth launching of the second Decade.

It is therefore recommended that the two-year preparatory period (1989-1990) should be designated and have as its objectives:

(i) preparation of a long-term transport and communications development plan for Africa, covering the period 1991 to 2010;

(ii) preparation of a detailed programme of activities of the Second Decade (1991-2000);

(iii) establishment of mechanisms for executing the programme of the Second Decade.

Recommendation 4: Preparation of the programme for the Second Decade.

ECA in close collaboration with other relevant UN agencies and African Inter-Governmental Organizations, should undertake the following activities during the two-year preparatory period:

4.1 (a) Compilation of information required for:

(i) making a final assessment of the programme of the first Decade;

(ii) establishing a special priority programme consisting of still relevant regional, subregional and/or national projects with regional/subregional importance which did not receive full financing and/or were not implemented during the first Decade.

(b) Updating and harmonizing priority projects in each transport and communications subsector, determined to be of importance in the Second Decade programme, with special emphasis on regional, subregional and national projects with subregional significances as contained in:

(i) national transport and communications plans;

(ii) transport and communications plans of regional/subregional IGOs;

(iii) transport and communications plans of specialized African and international organizations.

4.2 Hold consultations with other Agencies/organizations currently executing Decade programme so as to exchange views and experience which can be useful for the preparation and implementation of the Second Decade.

4.3. ECA in collaboration with member agencies of the IACC, should accelerate the preparation of regional/subregional policies, development programmes and master plans for each transport mode and communications sub-sector, as well as integrated global master plans of the transport and communications sectors, taking into account the following:

(a) Plans and programmes should be based on the development of regional corridors that support or are designed to support the development objectives of the Monrovia Strategy and the Lagos Plan of Action;

(b) Clearly established transport and communications priorities as contained in regional/subregional plans and in the programmes of specialized member agencies of the IACC, or national plans; these will include short-term, medium-term and long-term programmes;

(c) The need for a coherent minimum programme which must be implemented within the specified period;

(d) A detailed and appropriate mechanism for the implementation of the regional/subregional components of the programme, including availability and sources of resources;

(e) Appropriate identifiers and indicators which would enable assessment of the achievement of the programme;

(f) Relevant recommendations made, but not applied during the first Decade, whose implementation can contribute positively to the preparation and execution of the Second Decade.

Recommendation 5: Establishment of new and strengthening of existing mechanisms for implementation of the programme.

(a) Creation of a Resource Mobilization Committee comprising of but not limited to: ADB, OAU, UNDP, BADEA, World Bank, EEC, ACP as members and ECA providing secretariat services. The committee should strengthen co-operation among its members and ensure the collaboration and participation of other financial institutions in the financing of such studies and projects that fall within the global strategy;

(b) In collaboration with governments and member institutions of the IACC, establish national co-ordinating committee responsible for:

(i) monitoring in each country the implementation of projects, policies, programmes, modal and sub-sectoral master plans that fall within the global strategy;

(ii) co-ordinating activities and information with the Decade secretariat.

(c) Create new associations/organizations which should group together professionals and/or operators in sub-sectors where no such bodies already exist;

(d) The Inter-Agency Co-ordinating Committee should meet at least twice a year during the preparatory period in order to:

(i) consider proposals submitted by the Decade Secretariat;

(ii) advise the secretariat on the formulation of recommendations to be submitted to the Conference of African Ministers of Transport, Communications and Planning.

(e) The Conference of Ministers should meet at least once a year during the 1989-1990 period, in order to consider and approve the recommendations for the implementation of the global strategy during the second Decade.

Recommendation 6: Other relevant considerations.

Financing the Second Decade - responsibility of African States.

(a) Since African States are primarily responsible for, and are the principal beneficiaries from the programme, they should devote adequate and more (financial) resources to the implementation of the Second Decade, than they did during the first Decade and to strictly adhere to the priorities laid down for the execution of projects.

(b) Detailed and specific recommendations relating to each transport mode and communications subsector, contained in the sectoral reports should be carefully considered and incorporated into the Second Decade programme, so as to enable it more appropriately address the problems prevailing in transport and communications development in Africa.

Adoption of Report and Closure of the Meeting

15. The draft report prepared by the ECA Secretariat was adopted without amendment.

16. Addressing the meeting during the closing session, the Chief of the Transport, Communications and Tourism Division of the ECA, who also chaired the extraordinary meeting of the Inter-Agency Co-ordinating Committee, congratulated members for the high level of deliberations concluded in record time. He observed that throughout the Decade, the Committee continuously made valuable contributions to its success by meeting regularly, as well as by submitting concrete recommendations and proposals to the Conference of African Ministers of Transport, Communications and Planning. He expressed the desire to see the Committee continue its functions within the context proposed by the evaluation report and hoped the members would participate actively in the meeting of experts and the ministerial meeting, both of which would be taking place in Kinshasa within the next few days.

17. In conclusion, he formally declared closed the extra-ordinary meeting of the Inter-Agency Co-ordinating Committee for the Transport and Communications Decade in Africa.

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Sixth Meeting of the Conference
of Ministers of Transport, Communications
and Planning

Kinshasa, Zaire, 23 and 24 March 1988

LC/NAIROBI

REPORT OF THE SIXTH INTERGOVERNMENTAL MEETING OF EXPERTS ON TRANSPORT, COMMUNICATIONS AND PLANNING

Kinshasa (Zaire), 17-21 March 1988

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V. - Resolutions

A. ORGANIZATION

1. The Sixth Intergovernmental Meeting of Experts on Transport, Communications and Planning was held in Kinshasa (Zaire) from 17 to 21 March 1988.

B. PARTICIPATION

2. Representatives of the following member States of the Economic Commission for Africa attended the meeting: Algeria, Angola, Burkina Faso, Burundi, Cameroon, Chad, Congo, Cote d'Ivoire, Egypt, Gambia, Guinea, Kenya, Mali, Mauritania, Morocco, Nigeria, Rwanda, Senegal, Sudan, Tunisia, Zaire, Zambia, Zimbabwe.

3. The following United Nations specialized agencies and institutions and intergovernmental organizations were represented at the meeting: United Nations Conference on Trade and Development (UNCTAD), United Nations Development Programme (UNDP), International Labour Organisation (ILO), International Civil Aviation Organization (ICAO), the World Bank, International Telecommunications Union (ITU), International Maritime Organization (IMO), Economic and Social Commission for Asia and the Pacific (ESCAP), the Organization of African Unity (OAU), the African Civil Aviation Commission (AFCAC), African Airlines Association (AFRAA), Arab Bank for African Economic Development (BADEA), Economic Community of the Great Lakes Countries (CEPGL), Mano River Union (MRU), Pan African Telecommunications Union (PATU), Port Management Association of Eastern and Southern African States (PMAESA), Preferential Trade Area for Eastern and Southern African States (PTA), Union of African Railways (UAR), The Central African Customs Economic Union (UDEAC) and the International Air Transport Association (IATA).

C. OPENING OF THE MEETING

4. The representative of Zimbabwe in his capacity as outgoing Chairman of the Intergovernmental Meeting of Experts on Transport, Communications and Planning thanked the ECA secretariat, international and intergovernmental organizations and financial institutions for the assistance given to him during his tenure of office.

5. He recalled the resolutions adopted at Harare during the fifth meeting and indicated that progress made in their implementation would be submitted to the participants at this meeting for their evaluation.

6. He observed that among the major achievements of the United Nations Transport and Communications Decade in Africa, was the fact that the continent succeeded in defining a global strategy for implementation of policies, plans and programmes at subregional and regional level.

7. In conclusion, he wished the new officials every success.

8. Speaking on behalf of his colleagues and on his own behalf, the Chief of the Transport, Communications and Tourism Division of ECA expressed thanks to the President of the Republic, the Conseil Executif and particularly the Commissaire d'Etat for Transport and Communications of Zaire, for the cordial welcome accorded them since their arrival in Kinshasa.

9. He recalled the fact that in spite of a certain tendency to marginalize the transport and communications sector, it had a major role to play in support of the other economic sectors and is one of the priority areas in the United Nations and OAU programmes for African economic recovery and development.

10. Its role should be even more decisive at subregional level, particularly for providing access to the 14 land-locked countries of Africa and at national level, to ensure the physical integration of the continent prior to its economic integration and the inauguration of an African Economic Community by the year 2000, in accordance with the Lagos Plan of Action.

11. In view of the importance of the transport and communications sector the idea of a transport and communications decade in Africa was launched in 1975 and was turned into reality in 1977 in Kinshasa through resolution 291 (XIII). The Decade was subsequently proclaimed and supported by the General Assembly of the United Nations (Resolution 32/160) and by the Assembly of Heads of State of OAU (Resolution 675 (XXXI)).

12. In reviewing the agenda of the meeting, he drew the attention of participants to the reports of the Technical Committee on Air Transport in Africa, the reports of the Inter-Agency Co-ordinating Committee on the Regional African Satellite Communications System (RASCOM), those concerning Trans-African Highways and the evaluation of the Decade. A thorough review of those reports should result in several concrete proposals. In the area of air transport there was a need to circumvent the disturbances caused by deregulation in the United States of America and the liberalization of European airspace planned for 1992. With regard to trans-African highways, practical measures would have to be defined so that a single bureau be established pursuant to a resolution taken in 1986 by the joint meeting of Trans-African Highways Authorities and endorsed in 1987 by a resolution of the ECA Conference of Ministers. Concerning the Decade, the meeting should make recommendations for follow-up action to be undertaken at the end of the first decade, taking due account of proposals put forward by the IACC, including the proclamation of a second Decade.

13. After reaffirming the availability of ECA to co-operate with all interested parties in helping Africa implement the objectives and the strategies of the first Decade, he wished full success to the meeting.

14. The Commissaire d'Etat for Transport and Communications on behalf of the Conseil Executif and on his own behalf wished the participants a pleasant stay in Zaire.

15. He underlined the importance of the transport and communications sector in Zaire, particularly in view of the immensity of its territory. In spite of some constraints, Zaire had decided to host the meeting and would participate actively in all initiatives in this field.

16. The Commissaire d'Etat called upon the experts to harmonize their views in preparing for the Ministers the conclusions to be derived from an evaluation of the first Decade which will end in December 1988. Lessons could be learnt that should make it possible to better prepare future co-operation programmes at the continent's level. Supporting resolutions or even historical declarations should be submitted to the Ministers.

17. He warmly congratulated ECA for its activities as the lead agency for the Decade and for the quality of the working documents put at the disposal of the experts.

18. In concluding, he declared open the Sixth Intergovernmental Meeting of Experts on Transport, Communications and Planning.

Election of officers (Agenda item 2)

19. The meeting elected the following officers:

Chairman	: Zaire
First Vice-Chairman	: Kenya
Second Vice-Chairman	: Egypt
Rapporteur	: Mali

Adoption of the agenda and organization of work (Agenda item 3)

20. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Reports of the 10th and 11th meetings of the Inter-Agency Co-ordinating Committee on the Transport and Communications Decade
5. Annual progress reports on the implementation of the UNTACDA Programme for 1986 and 1987
6. Progress report on the implementation of the resolutions of the fifth meeting of the Conference of Ministers of Transport, Communications and Planning
7. Progress report of the Inter-Agency Co-ordinating Committee (IACC) on the Implementation of the Feasibility Study on the Regional African Satellite Communications System (RASCOM)
8. Reports on the activities for the development of air services in Africa:
   (a) Activities of the Technical Committee on Air Transport;
   (b) Activities aimed at developing African Air Services and the impact of new aeronautic policies
9. Report on issues relating to Trans-African Highways:
   (a) Inauguration of the Tripoli-Windhoek Trans-African Highway Committee;
   (b) Realignment of the Beira-Lobito Trans-African Highway network;
   (c) Institutional mechanisms for implementing the trans-African highway programmes
10. Report on the In-depth Evaluation of UNTACDA's impact on the member States
11. Any other business
12. Date and venue of the next meeting of the Conference
13. Adoption of the report and closure of the meeting.

D. ACCOUNT OF PROCEEDINGS

Reports of the 10th and 11th meetings of the IACC on UNTACDA (Agenda item 4)

21. The ECA secretariat introduced the reports by pointing out that, in fact, there had been three meetings for which reports were being presented: the 10th and 11th regular meetings as wellll as the second extraordinary meeting of the Inter-Agency Co-ordinating Committee.

22. Concerning the report of the 10th meeting of the Committee held in Addis Ababa, Ethiopia in March 1987, the secretariat highlighted the major items discussed and outcomes of the meeting. The following reports were considered by the meeting: Annual Progress Report on UNTACDA 1986; Role of ECA as the lead agency for the Decade; reports on co-financing meetings for UNTACDA projects; reports on joint ECA/UNDP/IBRD transport study for sub-Saharan Africa, Technical Committee on Air Transport, Trans-African Highways, RASCOM, PANAFTEL and the Conference of African Telecommunications Administrations. The meeting also discussed and approved the draft terms of reference for the evaluation of UNTACDA.

23. The 11th meeting, which was held in February 1988 at Ouagadougou, Burkina Faso, considered the following issues: Annual Progress Report on UNTACDA, 1987; Report on the evaluation of UNTACDA; Report on co-financing meetings; Review of the implementation of resolutions arising from the 5th meeting of the Conference of African Ministers of Transport, Communications and Planning; and the draft agenda for the 6th meeting of the Conference. However, the IACC was not able to finalize its recommendations on future development of transport and communications in Africa, based on the evaluation report on the Decade. Therefore, it decided to convene the second extraordinary meeting in Kinshasa, prior to the 6th meeting of the Intergovernmental Experts on Transport, Communications and Planning.

24. The second extraordinary meeting of the IACC was held at Kinshasa, Zaire in March 1988. It reviewed the final report on the evaluation of the Decade and drew up recommendations which would be considered by the meeting of experts and subsequently submitted to the Conference of Ministers. The major recommendations were a second Decade programme; the retention of the statutory body (the Conference of Ministers) and the lead agency of the first Decade (ECA), the Inter-Agency Co-ordinating Committee (IACC), and allocation of two years to allow for proper preparation of the second Decade programme.

25. The secretariat emphasized that the reports of the IACC indeed constituted the core of the agenda for the meeting of experts, and the various documents reviewed by the IACC would be the working documents for the majority of the items in the agenda.

26. Following the presentation, the participants decided to take due note of the reports of the IACC and indicated that the relevant recommendations would be discussed during the consideration of the other agenda items.

Consideration of the Annual Progress Reports on the Implementation of the UNTACDA Programme for 1986, 1987 (agenda item 5)

27. In introducing documents E/ECA/TCD/45 and E/ECA/TCD/47, the representative of the ECA secretariat made reference to the qualitative improvement in information received from member States and the use by the secretariat of computerized data collection and analysis in preparing interim progress reports.

28. Accounts of efforts made by the parties involved (African governments, United Nations specialized agencies, intergovernmental organizations, financial and donor agencies and other bodies) in the implementation of the Decade programme highlighted the need for more co-operation from African countries in providing adequate information on the physical implementation of Decade projects.

29. Co-financing meetings as the main mechanism for mobilizing resources for the implementation of Decade projects should be followed up so as to secure proper information on the interest indicated by financial and donor institutions.

30. In considering these documents, some delegates pointed out that certain details in them were erroneous, outdated or incomplete. Consequently they should be updated. Correct information would be communicated to the secretariat to enable it to update the two documents. The meeting requested ECA to specify the results obtained from the two co-financing meetings.

31. In particular, the Moroccan representative emphasized that his country had submitted to the Decade programme projects of a regional and subregional character in response to the strategy adopted. He specifically stated that parts of these projects within the national territory, including a more than 2,300 km section supported by resolutions taken at various levels within the United Nations system, would be completely executed and officially inaugurated by November 1988. The representative of Morocco indicated that a global report on the execution of these projects had been communicated to the ECA secretariat taking into consideration factual, technical and financial aspects with a view to having these documents incorporated in the evaluation report on the second phase of the Decade programme. Since these two documents were not included in the report, the representative of Morocco wished to communicate the relevant information for inclusion therein.

32. The delegation of Algeria declared that the secretariat should take into account all national projects executed by member States within their internationally recognized national boundaries, as well as regional projects undertaken with the consent of all the States concerned.

33. The Moroccan delegation drew the attention of the delegates to the political connotations of the declaration made by the delegation of Algeria at a meeting of a United Nations institution, whose mission was purely technical.

34. The problem of establishing a single bureau within the ECA, which would be responsible for the co-ordination of trans-African Highways was discussed. The meeting was reminded of the provisions of resolution 604(XXII) of the Conference of Ministers, whose implementation was entrusted to ECA. Taking into account the contradictions which seemed to have arisen in the implementation of this resolution, on one hand between the recommendations of the Conference

for the establishment of the single bureau and on the other hand the decisions taken at the level of some highway authorities which tended to favour maintaining the existing structures, it was necessary either for the mandate given to the ECA by the Conference to be clearly spelt out, or for the highway authorities to respect the provisions of the resolutions adopted. The establishment of a single bureau should primarily be aimed at reducing the operational costs of existing authorities without involving additional charges for member States.

35. It was also agreed that in future, the respective roles of member States and ECA in the area of manpower training for the transport sector should be defined in such a way as to avoid unnecessary interference and enable ECA to undertake efforts to cover major aspects in training which had not been covered by the States.

36. The representative of Algeria informed the meeting of progress achieved by his country in the specific technique of road construction in the Sahara region. Mastery of this technique had resulted in the strengthening and expansion of roads to meet African standards regarding dimensions and axle loads. He would communicate the results of these activities to the secretariat.

Progress report on the implementation of the resolutions of the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning (Agenda item 6)

37. Presenting document E/ECA/TCD/48, the secretariat pointed out that the fifth meeting of the Conference of Ministers of Transport, Communications and Planning held in Harare in 1986 had adopted 13 resolutions. Reports on the implementation of these had been provided in respect of 10 of them. There were two resolutions addressed to member States on which there was nothing to report. As regards resolution ECA/UNTACDA/RES/86/61 on the implementation of the United Nations Convention on the Carriage of Goods by Sea and the United Nations Convention on International Multimodal Transport of Goods, the UNCTAD secretariat had presented a report to its Committee on Shipping since 14 March 1988 and this report was still being considered. As soon as the Committee had pronounced on the secretariat's work, the parts relevant to Africa would be communicated to ECA.

38. It was observed that the resolutions and conventions adopted by member States remained without implementation for rather long periods. He quoted as an example the convention on air tariffs as being among many others. Ten years after its adoption it had still not been enforced, owing to the fact that the minimum number of signatories had still not been obtained.

39. The meeting of experts agreed that it would be necessary to sensitize member States further so that they might take necessary measures to ensure that the efforts at co-operation aimed at through the resolutions and conventions, might lead to concrete achievements.

40. The meeting of experts next considered problems affecting the implementation of resolutions of the 5th meeting of the Conference of African Ministers of Transport, Communications and Planning.

41. Concerning resolution ECA/UNTACDA/RES.86/54 on the implementation of the second phase of the Decade programme, it was requested that the results of co-financing meetings should be clearly explained and that it would be necessary to make a distinction between declarations made on principle and actual agreements to grant financing for the projects presented.

42. The secretariat informed the meeting of the follow-up measures undertaken in this area particularly with regard to the preparation of other co-financing meetings.

43. The representative of UNDP made clarifications on the amount that his organization was currently contributing to the UNTACDA Co-ordination Unit at ECA and which could be broken down as follows: $US5 million allocated under the Special Reserve Programme and $US2 million earmarked under the regional Indicative Planning Figure (IPF) within the context of its Fourth Programming Cycle for Africa. He also stated that UNDP was extending financial assistance to the communications sector, particularly the PANAFTEL projects as well as the RASCOM feasibility study.

44. Concerning resolution ECA/UNTACDA/RES.86/55, the meeting emphasized the need to provide both a physical and financial evaluation of the implementation of the Decade programme.

45. The secretariat explained that such evaluations had been undertaken all along whenever basic data were provided by the member States in response to questionnaires sent to them.

46. With regard to resolution ECA/UNTACDA/RES.86/58, the representative of AFCAC reported on progress made in the ratification of the Convention on Air Tariffs in Africa: out of 20 States which signed the convention, only 10 had ratified it to date. The enforcement of this convention required its ratification by 25 States.

47. The representative of Zaire informed the meeting that the Conseil Executif had already taken steps to ratify the convention.

48. With regard to resolution ECA/UNTACDA/RES.86/60 the representative of Zaire expressed the wish that the feasibility study concerning the establishment of well co-ordinated aircraft maintenance and overhauling centres should take into account the existing capabilities and facilities in Zaire.

49. It was confirmed that due consideration would be given to those facilities in activities to be undertaken in future in the context of that study.

50. The participants agreed however that African countries should be sensitized so that they might take advantage of existing centres in the region and use them in a rational manner.

51. The representative of UNCTAD informed the meeting that Botswana had adhered to the United Nations Convention on the Carriage of Goods by Sea in February 1988 and that Rwanda adhered to the Convention on International Multimodal Transport of Goods in 1987, pursuant to resolution ECA/UNTACDA/RES.86/61.

52. With regard to resolution ECA/UNTACDA/RES/86/62 it was pointed out that some positive results had been achieved in establishing the association. However, the recommended Conference of Ministers to which the Association would be accountable had so far not been established. The meeting of experts decided that the representative of the Port Management Association of East and Southern Africa (PMAESA) should draw attention to this subject during the Conference of Ministers.

53. Concerning the implementation of resolution ECA/UNTACDA/RES/86/64, the meeting noted that there was some lack of co-operation among some member States with regard to inter-State telecommunications links. As a result, despite the considerable investments made by African countries as well as the United Nations and other international organizations towards the implementation of PANAFTEL, the network was still under-utilized. It was agreed that the matter would be reviewed thoroughly during the discussion of agenda item 7.

54. Regarding resolution ECA/UNTACDA/RES/86/36, it was agreed that additional projects should be included in an addendum, in line with the decision taken at Harare. Furthermore, the representative of Kenya indicated that no new projects had been added but that some of Kenya's projects in the programme had been modified.

Progress report of the Inter-Agency Co-ordinating Committee (IACC) on the implementation of the feasibility study on the Regional Satellite Communications System (RASCOM) (Agenda item 7)

Report on the activities for the development of air services in Africa (Agenda item 8)

Report on issues relating to Trans-African Highways (Agenda item 9)

55. Following decisions on agenda item 6, two committees were set up, one on transport and the other on communications. These committees were mandated to consider agenda items 7, 8 and 9. The reports of these two committees are contained in annexes 1 and 2 to this report. They were discussed and adopted by the experts.

Consideration of the Report of the Communications Committee

56. The Communications Committee took note of the progress made on the feasibility study of the Regional African Satellite Communications System (RASCOM) for the development of Africa and that a meeting of the African ministers responsible for telecommunications, scheduled to be held in October 1988, would consider a detailed progress report of the project. A meeting of the Conference of African Ministers of Transport, Communications and Planning would be held in 1989 to consider the final report and take decisions on implementation.

57. The Communications Committee also expressed concern on the under-utilization of the existing PANAFTEL Network by African countries as well as the need to strengthen the operational activities of the Pan-African Telecommunications Union (PATU) in order to enable it play its role effectively in the development of telecommunications in Africa.

Consideration of the report of the Transport Committee

58. In his summary, the Chairman of the Transport Committee presented decisions made by the Committee with regard to the convening of a special conference of Ministers responsible for Civil Aviation with a view to discussing crucial problems affecting civil aviation in Africa.

59. Concerning the Trans-Central African Highway, Tripoli-Windhoek, the Committee recommended that the Conference of Ministers should request the States concerned to establish as soon as possible the Trans-Central African Highway Authority.

60. With regard to the general alignment of the Beira-Lobito Trans-African Highway, the Committee adopted the terms of reference of a ministerial Co-ordination Committee, with some amendments. The report of the Inaugural Meeting of the Co-ordination Committee of the Beira-Lobito Trans-Southern African Highway is contained in annex 3 of this report.

61. Regarding the re-establishment of the Trans-African Highway Bureau, the meeting took note of the information and decided to defer consideration of this item until agenda item 10 "Global Evaluation Report of UNTACDA", before taking appropriate decisions.

Report on the In-depth Evaluation of UNTACDA's impact on the member States (Agenda item 10)

62. In presenting the report, the ECA secretariat reported that the evaluation of the Decade programme had been carried out in accordance with the instructions of the Ministers at their fifth meeting in Harare, Zimbabwe in March 1986. The terms of reference for the evaluation had been approved by the IACC at its tenth meeting in March 1987 and a group of African experts had carried out the evaluation.

63. The evaluation was carried out for each mode of transport and subsector of communications and the sectoral reports had been prepared for all sectors, except for the postal services subsector which had not yet been completed. A global report (E/ECA/TCD/55 "Global Evaluation Report of the UNTACDA") was also prepared providing the overall evaluation of the programme in terms of concept, design of programme, institutional mechanisms for its implementation, results of project financing and execution, impact, lessons of experience and recommendations for future course of development of these sectors.

64. These reports had been examined by the IACC at its eleventh meeting in Ouagadougou in February 1988, and again at its second extraordinary meeting in Kinshasa on 14 and 15 March 1988. On the basis of these reports, the IACC made recommendations which were submitted to the meeting of experts for consideration. The major recommendations were that: a second decade for transport and communications development in Africa be declared for the years 1991-2000; a two-year preparatory period be set aside (1989-1990); and that the existing

institutional mechanisms for the current Decade be maintained, namely the Conference of Ministers of Transport, Communications and Planning, the IACC and ECA as the lead agency for the Decade.

65. After the presentation of this item, the Chairman requested that the discussions focus on the general evaluation and then on recommendations as amended by the extraordinary meeting of the IACC.

66. During the discussions on the text of the general evaluation, participants acknowledged the high quality of the document. However, they underscored some corrections to be made and indicated that the report had not made reference or sufficiently dealt with those aspects relating to the socio-economic environment prevailing when the Decade was launched, the physical impact of the Decade, the difficulties confronting ECA in mobilizing funds, the respective roles of the various partners, namely States, intergovernmental organizations, funding agencies and the procedures of ECA. They also pointed out that the Decade programme had been prepared hastily and that the objectives were too ambitious; and that the strategy would have to be refined in future.

67. The participants also highlighted all the positive and negative lessons to be drawn from the first Decade and felt that the document prepared (E/ECA/TCD/55: Global Evaluation Report of UNTACDA) constituted a sound basis for future action.

68. With regard to recommendations, the participants unanimously welcomed the proclamation of a Second Decade but the general debate concentrated on the preparatory phase of two years preceding the proclamation. Some delegations expressed the wish that the two-year period be considered as an extension of the first Decade so that the present structures be maintained and ongoing projects continued to be monitored; others suggested that the Decade should be proclaimed immediately even if the launching would be effective two years later. Other delegations observed that the two-year period was necessary to prepare the second Decade as recommended by the evaluation report. This period would be used to correct the shortcomings noted in the preparation and the implementation of the first Decade.

69. Some delegations made proposals on the development of transport through the creation of corridors. Since reference had already been made to the idea in the recommendations and detailed recommendations on the Second Decade programme were not required at that time, it was decided that the proposal submitted to the secretariat would provide a frame of reference in the future in the preparation of the second Decade.

70. After the discussions, the meeting examined recommendations as amended by the extraordinary meeting of the IACC. All recommendations were adopted without amendment with the exception of recommendation No.4 in which the current inefficiency of transport in Africa should be taken into account. In this respect, it was recommended that an additional paragraph be included, requesting ECA to undertake a study, in co-operation with appropriate specialized institutions, on the reasons behind the inefficency and to propose the necessary policy reforms.

71. The meeting endorsed the recommendations and decided to submit them to the Ministers for adoption.

Any other business (Agenda item 11)

72. The secretariat speaking on road maintenance issues, recalled the recent Fourth African Highway Maintenance Conference held in Harare, Zimbabwe, in December 1987, where the meeting had called on the ECA, together with the World Bank, to bring to the attention of the Conference of African Ministers of Transport, Communications and Planning the worsening problem of road maintenance in Africa, and its adverse effects on vehicle operating costs.

73. Road transport was the lifeline of economic activity in Africa, but it was being threatened by neglect and abuse of the road network. Urgent action was required to rehabilitate roads that had deteriorated severely and to protect newer roads from a similar fate. The effort to improve road maintenance programmes had financial, technical and institutional implications.

74. Any programme of action for effective maintenance would need to address the following matters:

(a) Institutional reform of national road agencies including decentralisation of functions and policies to strengthen accountability at all levels;

(b) Review of budgetary mechanisms to reallocate sufficient funds for road maintenance and rehabilitation;

(c) A thorough analysis of technical choices to take account of the country's needs and its capabilities;

(d) Training initiatives linked to staff functions to improve institutional performances. Incentives were essential to redouble staff motivation;

(e) Development of local resources, including an appropriate mix of labour and equipment;

(f) An evaluation of the advantages of using contractors for maintenance and rehabilitation.

75. ECA had taken the initiative to promote road maintenance in Africa, and would welcome any co-operation from countries and international agencies.

76. In conclusion the secretariat stated that it was incumbent upon the meeting of experts to bring to the attention of the Ministers the road maintenance crisis in Africa, and the consequences of further road deterioration, with appropriate recommendations.

77. The Chairman stated that the issue of maintenance was indeed crucial, and instructed that draft recommendations be prepared for presentation to the Conference of Ministers, after appropriate review by the Intergovernmental Meeting of Experts.

Adoption of the report and closure of the meeting (Agenda item 13)

78. The meeting adopted the report and draft resolutions submitted with some amendments, with the exception of one sponsored by Morocco and to which Algeria had proposed some amendments. The meeting having noted that the draft resolution had political connotations felt that its adoption was not within its competence and should therefore be referred separately from the report along with the proposed amendments, to the Conference of Ministers.

Closure of the Meeting

79. During the closing ceremony, the ECA secretariat reaffirmed its readiness to assist member States in their efforts to develop transport and communications in Africa.

80. On behalf of the participants, the representative of Nigeria moved a motion of thanks to the President of the Republic of Zaire, the Conseil Executif and the people of Zaire for the warm hospitality accorded to them during their stay in Kinshasa.

81. The Chairman of the Meeting of Experts thanked the ECA secretariat for the assistance given to him in the discharge of his duties. He then declared the Sixth Intergovernmental Meeting of Experts of Transport, Communications and Planning closed.

Report of the Communications Committee

A. Attendance

1. The communications sub-committee met on 18 and 19 march 1988 in Kinshasa, Zaire. The meeting was attended by the following member States: Algeria, Burundi, Cote d'Ivoire, Egypt, Guinea, Mali, Mauritania, Morocco, Senegal and Zaire. It was also attended by representatives of the following international and African intergovernmental organisations: ITU, UNDP, OAU, PAIU and PTA.

B. Agenda of the sub-committee

2. The sub-committee examined the progress report by the Inter-Agency Co-ordinating Committee (IACC) on the implementation of the feasibility study on the Regional African Satellite Communications System (RASCOM) as well as the status of the PANAFTEL network.

C. Election of Officials

3. The Committee selected its officials as follows:

Chairman - Egypt
Rapporteur - Zaire

D. Proceedings

4. Presenting the progress reports on the implementation of the RASCOM feasibility study, the representative of the OAU as Chairman of the IACC-RASCOM reported that since the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning in Harare in 1986, the project office for the RASCOM feasibility study had been established and the study was advancing satisfactorily.

5. A total amount of US$1,615,000 had been secured so far (Italy $US1 million, UNDP $US400,000, ITU $US200,000, UNESCO, $US15,000).

6. Requests for financing for US$3.5 million had been submitted to the African Development Bank by the governments of Ethiopia and Zimbabwe and were being processed by the Bank. Additional resources were expected from OAU ($US200,000) and the Federal Republic of Germany (DM 1 million).

7. The feasibility study was estimated to cost $US6 million in 1981 and this figure was being reviewed.

8. Regarding the implementation of the study it was reported that the project had been in progress since early 1987. National co-ordinators had been appointed in the 49 participating countries. Most of the participating countries had also set up their national co-ordination committees and the others were in the process of being set up. The studies at national level should be completed by August 1988. It was expected that the regional study would be completed in 1989. A meeting of African ministers responsible for telecommunications was expected to be held to consider a detailed progress report on the RASCOM

project in October 1988. A meeting of the Conference of African Ministers of Transport, Communications and Planning would be called in 1989 to consider the final report of the feasibility study and take decision on the implementation phase.

9. As regards the implementation proposals to be considered, the acquisition of equipment for the proposed systems should be geared towards the promotion of the African telecommunications industry.

10. During the discussions on the PANAFTEL network, it was emphasized that problems impeding the operations of the network should be appropriately addressed by African member States. Of particular concern was the fact that despite the enormous investments and achievements made in the PANAFTEL network, its operations and tariff structures were still not satisfactory. Moreover, the existing inter-African links in the network were under-utilized and/or improperly utilized.

11. The need for co-operation between member States and the various regional and subregional organizations was also underscored. It was further agreed that regional financial organizations should provide support to the Pan-African Telecommunications Union so as to strengthen its operational capacity thus enabling it to play its co-ordinating role for the required development activities in telecommunications in Africa.

12. A working group was appointed to prepare draft resolutions on improvement of services and effective utilization of the PANAFTEL network as well as the strengthening of African subregional and regional organizations. The draft resolutions are annexed to the report of the Meeting of Intergovernmental Experts.

Report of the Transport Committee

1. The Transport Committee held its meetings at Kinshasa (Zaire) on 18 and 19 March 1988.

Election of officers

2. During the plenary session it had been decided that the First Vice-Chairman of the plenary session, Kenya, would be chairman of the meetings of the Committee.

Agenda

3. The Committee examined the following items:

1. Report on the activities for the Development of air services in Africa (Agenda item 8)
2. Inauguration of the Tripoli-Windhoek Trans-Central African Highway Authority (Agenda item 9(a))
3. General alignment of the Beira-Lobito Trans-Southern African Highway network (Agenda item 9(b))
4. Institutional mechanisms for implementing the Trans-African highways programme (Agenda item 9(c))

Report on the activities for the development of air services in Africa (Agenda item 8)

4. The Chairman of the Technical Committee on Air Transport in Africa (and also Chairman of the Transport Committee) introduced documents E/ECA/TCD/50 and E/ECA/TCD/51 respectively entitled Activities of the Technical Committee of Air Transport and Activities Aimed at Developing African Air Services and the Impact of New Aeronautic Policies. In doing so, he explained in great detail the implications for African governments of some of the measures being undertaken by the United States of America and European countries in matters of civil aviation. In particular he referred to the deregulation by the United States of the airline industry which had resulted in American airlines getting larger and larger and squeezing out uneconomic and/or non-efficient ones. After resistance for a long time, European countries had woken up to the threat being posed by American airlines to the continued profitability of their airlines and had themselves decided to deregulate the air transport industry. This action of the Europeans coupled with the conglomeration of their airlines in order to better face American competition, had serious consequences for the very small African airlines. It was not likely that the latter could compete against the European carriers under deregulation; the only viable option for African carriers was to co-operate and form larger airlines through integration.

5. Coupled with the threat posed by deregulation, there was another problem arising from the imposition of noise restrictions in Europe beginning in 1988, which would effectively bar most of the aircraft of African airlines from Europe. The implications for African airlines were that they would have to re-equip

their fleets in order to comply with the European conditions. As small entities, present African airlines could hardly afford such massive re-equipment programmes. Once again larger entities comprising several airlines would seem to be the answer.

6. The third problem was the result of the American airlines owning computer reservation systems (CRS) which were biased in favour of themselves and European carriers combining to create their own CRS. Since individually they could not afford such systems, and were much too small to even contemplate owning such a system African airlines would have no alternative but to lease from the American or European system over whose programming they had no control and thus their own flights were likely to be displayed after all others had been exhausted. Again the way to obviate the problem was for African airlines to co-operate in seeking means for the creation of their own system.

7. Another problem facing African air transport was that of airport facilitation. This was a problem on which African policy makers at the highest level had passed several resolutions, but what was lacking was concrete action. It was unfortunate that governments tended to hide behind the problem of security in considering facilitation questions. The Technical Committee was considering sensitization missions to the various countries.

8. In order to tackle all the problems caused by aeronautical policies in other regions and noise restrictions, the Technical Committee on Air Transport during its fourth meeting had proposed that a special conference of African ministers responsible for civil aviation be convened early in 1989 in order to adopt a common policy with regard to the problems. A subcommittee of the Technical Committee had been agreed upon and it was charged with the task of making the necessary policy proposals to the Technical Committee for onward transmission to the Conference of Ministers.

9. In support of the Chairman's detailed introduction of the documents the representative of AFCAC explained some of the actions taken by his organization to seek exemptions for African airlines from the regulations relative to noise restrictions. He also underscored the need to create conditions that would facilitate financing for the purchase of new aircraft by African airlines, in co-operation with the African Development Bank.

10. The representative of IATA, on the other hand, underscored the seriousness of the questions raised by the Chairman and pointed out that the kind of co-operation required was no longer a sentimental good-neighbourly one, but one dictated by economic necessity and indeed the need to survive.

11. A number of delegates took the floor on the matter to further underscore its gravity and to support the idea of collective and common action by African governments. They endorsed the proposal of the Technical Committee to convene a special conference on air transport in Africa. In this regard, some felt that perhaps 1989 would be too far for the proposed special conference of ministers responsible for civil aviation. The secretariat, however, explained that it would not be feasible to hold the meeting earlier given the amount of preparatory work to be done. One delegate doubted whether there was any need

to refer the question of facilitation to the ministers; what was needed was rather concrete action to be proposed by the Sixth Inter-governmental meeting of Experts. Another delegate was of the view that the question of facilitation could better be solved at the subregional rather than regional level. To the suggestion that tariffs should also be considered by the special conference, it was explained that if the agenda of that conference was widened too much then the importance of the issues involved might be diluted and overlooked.

Inauguration of the Tripoli-Windhoek Trans-Central African Highway Authority (Agenda item 9(a))

12. The ECA secretariat introduced document E/ECA/TCD/52. ECA had carried out the task as requested by the Co-ordinating Committee of the Tripoli-Windhoek Highway. The committee held its second meeting during the combined meeting of Trans-African Highway Authorities in October 1986 in Addis Ababa.

13. The current chairman of the Committee is the Central African Republic. Full members of the Committee are: Angola, Cameroon, Chad, Central African Republic, Congo, Libyan Arab Jamahiriya and Zaire. Associated members are: Algeria, Burundi, Botswana, Equatorial Guinea, Gabon, Niger, Nigeria, Sudan, Tunisia and Zambia. A constitution was needed to establish the authority and hence the development of the Highway. It is recommended that the Conference of Ministers call upon member States of the TCAH to establish the authority as soon as possible.

General alignment of the Beira-Lobito Trans-Southern African Highway (Agenda item 9(b))

14. The matter was considered by members of the TSAH comprising Angola, Zaire, Zambia, and Zimbabwe (Mozambique was not represented).

15. The meeting elected the following to the Bureau of the TSAH

Chairman	:	Zaire
Vice Chairman	:	Angola
Rapporteur	:	Zimbabwe

16. The Chairman called on the ECA to introduce document E/ECA/TCD/53. It was indicated that the global strategy and plan of action of the United Nations Transport and Communications Decade for Africa (UNTACDA) envisaged the development of several Trans-African Highways during the UNTACDA programme. ECA had been able to assist member States in launching several Trans-African Highways: TAHA, TEAHA, TCAH, and it was thought opportune to launch another Trans-African Highway, the Beira-Lobito Trans-Southern African Highway, before the termination of the first Decade.

17. The Beira-Lobito Trans-Southern African Highway, originates, as its name implies, from Beira in Mozambique and terminates in Lobito in Angola, passing through Zimbabwe, Zambia and Zaire. A map had been prepared to indicate the general alignment of the Highway.

18. The development of the Beira-Lobito Trans-Southern African Highway, necessitated the establishment of an Inter-governmental Ministerial Co-ordinating Committee. Provisional terms of reference to assist and guide the work of the Co-ordinating Committee of TSAH have been prepared and are annexed to document E/ECA/TCD/53.

19. An in-depth study of this highway is also required to determine the extent of any substandard segments, and to enable ECA to carry out such a study. It was highly desirable for the Committee to adopt and review the terms of reference for the feasibility study of the Highway and its feeder links, (see annex 2, document E/ECA/TCD/53).

Consideration of the general alignment of the TSAH

20. The representative of Zimbabwe, Zambia and Zaire submitted additional feeder roads to the TSAH as follows:

(a) Zambia: Lusaka - Kaoma - Mongu
(b) Zimbabwe: (i) Mutare - Masvingo - Bulawayo
(ii) Harare - Bulawayo
(iii) Chinhoyi - Chegutu - Bulawayo

(c) Zaire: (i) Main Highway
Kasumbalesa (border with Zambia) - Lubumbashi Likasi - Kolwezi - Mungulunga - Kasaji - Malonga - Dilolo (border with Angola)
(ii) Access roads
(a) Guba-Lubudi - Bukama-YaminaKaniama-Mwene-Ditu-[illegible]
(b) Kikwit-Tshikapa-Angola border
(iii) Iliebo-Idiofa-Kimbanda- (P.L.51 in Kikwit)

21. The representative of Angola made reservations on the alignment pending consultations with his national experts.

Consideration of the Terms of Reference of TSAH Co-ordinating Committee

22. The terms of reference were adopted as presented with article 11 (Voting) amended to read: "..... A decision shall require the affirmative majority vote of member States...."

Re-establishment of the Trans-African Highway Bureau (Agenda item 9(c))

23. In introducing document E/ECA/TCD/54 relating to the re-establishment of the Trans-African Highway Bureau, the secretariats of ECA provided information on progress in the implementation of resolution 604(XXII) of the ECA Conference of Ministers, which called upon the Executive Secretary to urgently re-activate

the Bureau and on UNDP to provide funds for its establishment and operation.

24. After an exchange of views focusing on how to avoid duplication of efforts and resources, and after interventions from representatives of Senegal, Morocco, Kenya, Nigeria, Guinea, Mali, Zaire and UDEAC, the meeting decided to defer decisions until after the debate on agenda item 10, "Report on the in-depth evaluation of the Decade".

Inaugural Meeting of the Co-ordinating Committee of the Beira-Lobito Trans-Southern African Highway

INTRODUCTION

1. The member countries of the Beira-Lobito Trans-Southern African Highway (TSAH) met in Kinshasa, to consider the establishment of the Co-ordinating Committee of the Highway and adopt its Terms of Reference.

Attendance

2. The meeting was attended by Angola, Zaire, Zambia and Zimbabwe. Mozambique was not represented.

Election of Officers (Agenda item 2(a)

3. The following bureau was elected:

Chairman	:	Zaire
Vice Chairman	:	Angola
Rapporteur	:	Zimbabwe

Adoption of the agenda (Agenda (2(b))

4. The meeting adopted the following agenda.

1. Opening of the meeting
2. (a) Election of officers
   (b) Adoption of the agenda
3. Consideration of the General Alignment of the Beira-Lobito Trans-Southern African Highway
4. Consideration of the Terms of Reference of the Co-ordinating Committee of the TSAH.
5. Closure of the meeting

Consideration of the General Alignment of the TSAH (Agenda item 3)

5. The General Alignment of the Highway from Beira to Lobito passes through Harare in Zimbabwe; Lusaka and Kitwe in Zambia; Lubumbashi and Kolwezi in Zaire; and Luena and Chinguar in Angola, as indicated in ECA document E/ECA/TCD/53, of 19 February 1988; and as shown on the Beira-Lobito Highway Map CART-88/6 (2/88/200). The Committee considered the general alignment of the Main Highway and of the Feeder Links, and the following observations were made.

6. The Representative of Zambia, Zimbabwe and Zaire submitted additional feeder roads to the TSAH as follows:

(a) Zambia: Lusaka - Kaoma-Mougu
(b) Zimbabwe: (i) Mutare - Masvingo - Mugu
(ii) Harare - Bulawayo
(iii) Chinhoyi - Chegutu - Bulawayo
(c) Zaire (i) Main highway
Kasumbalesa (border with Zambia) - Lubumbashi - Likaci - Kolwezi - Mungulunga - Kasaji - Malonga - Dilolo (border with Angola)

(ii) Access Roads

(a) Guba - Lubudi - Bukana - Kamina - Kanaiama-Mwene - Ditu - Mbuji - Mayi - Kananga.

(b) Kikwit - Tshikapa - Angola border

(iii) Illebo - Idiofa -Kimbanda - (PK.51 in Kikwit)

7. The representative of Angola made reservations on the alignment pending consultation with his national experts.

Consideration of the Terms of Reference of TSAH Co-ordinating Committee (Agenda item 4)

8. The meeting examined the Terms of Reference of the Co-ordinating Committee of TSAH, and adopted it with the following amendment: article II, (Voting) should read "... a decision shall require the affirmative majority vote of member States..."

Closure of the meeting (Agenda item 5)

9. The Chairman (Zaire) then declared the meeting closed.

Annexes

Annex I - Terms of Reference of the Co-ordinating Committee
Annex II - The General Alignment of the TSAH.

Report of the Meeting of Experts on the Development of the Congo/Zaire River Basin

A. ORGANIZATION

1. The governmental experts concerned with the development of the Congo/Zaire River Basin met in Kinshasa on 21 March 1988, during the meeting of intergovernmental experts on transport, communications and planning, in keeping with the relevant recommendation adopted previously at their first meeting (in Kinshasa, Zaire from 12 to 17 November 1987).

B. PARTICIPATION

2. Participating at the meeting were representatives of the following member States of the Economic Commission for Africa: Angola, Burundi, Congo, Rwanda, Zaire and Zambia.

3. The Central African Customs and Economic Union (UDEAC) also participated in observer status.

C. ACCOUNT OF PROCEEDINGS

4. The meeting was chaired by the delegation of Zaire.

5. Items submitted for consideration by the meeting included:

(a) Reservations expressed during the first meeting with regard to certain articles in the draft convention on the Congo/Zaire River Basin agreement;

(b) Consideration of article 16 which was a new item to be included in the draft convention on the establishment of the Congo/Zaire River Basin Development Authority.

(c) Any other business.

Reservations expressed during the first meeting with regard to certain articles in the draft convention on the Congo/Zaire Basin Agreement

6. The secretariat briefly recalled that during the first meeting, two reservations had been expressed on articles 4, 8 and 9 in the draft convention and that the nature of these reservations could not be specified. The question was raised as to what was the exact nature of these reservations that had been raised at the time.

7. The delegation of Zaire which had expressed the reservations confirmed that it had already submitted the matter to the appropriate authority in Zaire for consideration, but that no definite decision had been communicated to it on the matter and as such it would be difficult to deal with it.

8. The delegate of Zambia indicated that the authorities in his country were still considering the matter and therefore he was not in a position to take a stand on the matter.

9. The meeting agreed that in the report of its proceedings it would refer the matter to the Ministers concerned during a special meeting on the Congo/Zaire River Basin, with a view to making it possible for the Ministers to state their position on this issue as far as possible.

Consideration of the proposed new article 16 for inclusion in the draft convention establishing the Congo/Zaire River Basin Development Authority

10. The secretariat recalled that during their first meeting the experts requested the ECA to finalize the text of this draft convention by including the relevant articles which would specify the functions of the proposed permanent technical committee. This provision is taken into account in article 16 of the draft submitted to the meeting for consideration.

11. The meeting accepted the insertion of this article after an amendment in paragraph (d) which will read as follows: "submit to the Council of Ministers reports and recommendations concerning the implementation of the appropriate conventions on the Congo/Zaire River Basin."

Any other business

12. No issue was raised under this item.

RESOLUTION ECA/UNTACDA/RES.88/67

CONVENING OF A SPECIAL CONFERENCE OF MINISTERS RESPONSIBLE FOR CIVIL AVIATION

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa, on 23 and 24 March 1988,

Having taken note of the recommendation formulated by the Sixth meeting of Intergovernmental Experts on Transport, Communications and Planning held from 17-21 March 1988 in Kinshasa, on the activities of the Technical Committee on Air Transport, which was established by the Mbabane Declaration on air transport in Africa,

Conscious that air transport is one of the key factors for the development and integration of the continent as highlighted in the Lagos Plan of Action, in Africa's Priority Programme for Economic Recovery, in the United Nations Programme of Action for African Economic Recovery and Development,

Considering that the development of air transport requires co-operation among member States as well as among their airlines,

Considering that meaningful co-operation and the harmonization of air services depend on a coherent and integrated aeronautic policy,

Concerned about the adverse consequences of new civil aeronautic policies on the development of air transport in Africa,

1. Commends the ECA and the members of the Technical Committee for their achievements;

2. Requests the Executive Secretary of the ECA in collaboration with the Secretary General of the OAU:

(a) To convene during the first quarter of 1989, a special conference of African Ministers responsible for civil aviation with a view to considering and adopting an African aeronautic policy;

(b) To establish for the purpose of preparing the said conference, a preparatory committee comprising Air Afrique, Air Gabon, Ethiopian Airlines, Egypt Air, Zimbabwe Civil Aviation, AFCAC and AFRAA, to co-ordinate the activities of this Committee;

(c) To submit the report as well as the resolutions and recommendations of the special conference of African Ministers responsible for civil aviation to the fifteenth meeting of the Conference of Ministers of the ECA in 1989.

RESOLUTION UNTACDA/RES.88/68

ESTABLISHMENT OF A WORKING GROUP ON INLAND WATER TRANSPORT IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa on 23 and 24 March 1988,

Bearing in mind the vast expanse of the inland waterways network in Africa,

Recognizing that this network offers vast potential for establishing means of communication at national level and in particular for subregional integration,

Concerned about the under-development of inland waterway transport modes in Africa, as observed from the evaluation of the implementation of the programme of the United Nations Transport and Communications Decade,

Bearing in mind also that the ECA is currently undertaking a study on the facilitation of international traffic in Africa including transport by inland waterways,

Invites the Executive Secretary of the ECA, in collaboration with intergovernmental organizations responsible for the management of river basins in Africa as well as with the appropriate authorities in member States, to convene a meeting of experts on problems pertaining to facilitation of transport by inland waterways in Africa and to envisage the establishment of a working group responsible for considering problems in this sector.

RESOLUTION ECA/UNTACDA/RES.88/69

ESTABLISHMENT OF AN ENTITY FOR DEVELOPING TRANSPORT IN THE NORTH AFRICAN SUBREGION

The Conference of African Ministers of Transport, Communications and Planning, meeting in Kinshasa on 23 and 24 March 1988,

Recalling the recommendations of the meeting in Salonika on the development of transport in the Mediterranean, organized in October 1984 by the Economic Commission for Europe (ECE) in co-operation with the Economic Commission for Africa (ECA) and the Economic Commission for Western Asia (ECWA),

Recalling further the report of the team of intergovernmental experts for negotiations on the establishment of a preferential trade area in North Africa,

Bearing in mind the activities of the Centre for Studies on Transport in the Western Mediterranean (CETMO) created under the auspices of the Economic Commission for Europe for the promotion of trade within the region,

Bearing also in mind the study on the establishment of a plan for improving transport within the region which is being prepared by the ECE in co-operation with ECA and ECWA,

Convinced of the importance of transport for the integration of countries in North Africa and the establishment of a preferential trade area,

Urges the ECA to establish within the Tangiers MULPOC, a section comprising representatives of member States which will still be charged with the follow-up of the study concerning the development of transport within the region and in collaboration with CETMO, co-ordinate the evaluation of traffic, the harmonization of transport infrastructure and facilitation of administrative and customs procedures among the countries of North Africa, as well as between these countries and riparian European countries of the Western Mediterranean and countries in other regions of Africa.

RESOLUTION ECA/UNTACDA/RES.88/70

STRENGTHENING THE CAPACITY OF AFRICAN INTERGOVERNMENTAL ORGANIZATIONS RESPONSIBLE FOR IMPLEMENTING TRANSPORT AND COMMUNICATIONS PROGRAMMES IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning meeting in Kinshasa on 23 and 24 March 1988,

Having considered the report of the sixth meeting of Inter-governmental experts of Transport, Communications and Planning,

Recalling resolution ECA/UNTACDA/Res.86/55 in particular, operative paragraph (d)(iii) which inter alia calls upon ECA to provide support to the various African regional and subregional organizations and assist them in co-ordinating their transport and communications programmes,

Recalling the resolution on the Lagos Plan of Action which inter alia, directs the Secretary General of the Organization of African Unity (OAU) to act in collaboration with the Executive Secretary of the Economic Commission for Africa (ECA), to take all necessary measures to implement the Lagos Plan of Action, utilizing the resources of the OAU specialized agencies and the technical assistance of ECA,

Recalling further resolution No. CM/Plan/Res.6 adopted at the 45th ordinary session of the OAU Council of Ministers requesting the OAU Secretary General, among other things, to negotiate with funding institutions conditions which would make it possible to consider as a matter of priority, OAU specialized agencies in their respective areas of competence as executing agencies of projects to be funded by those institutions, using African experts,

Noting with appreciation the important role played by African intergovernmental institutions in implementing the Decade Programme,

Noting with regret the fact that almost all these intergovernmental organisations are still suffering from lack of material and financial resources,

Requests ECA to utilize African intergovernmental organizations in executing development projects in Africa and in particular, in the area of telecommunications, to utilize the services of the Pan-African Telecommunications Union, PATU, the key institution for co-ordinating regional and subregional projects.

RESOLUTION ECA/UNTACDA/RES.88/71

TRANS-AFRICAN HIGHWAY DEVELOPMENT

The Conference of African Ministers of Transport, Communications and Planning meeting in Kinshasa on 23 and 24 March 1988,

Recalling resolution 291 (VII) of 26 February 1977 of the Economic Commission for Africa and 2097 (LXII) of 29 July 1977 of the Economic and Social Council of the United Nations proclaiming the United Nations Transport and Communications Decade in Africa (UNTACDA),

Aware of the tremendous efforts exerted by the Executive Secretary of the ECA in accelerating the development of the Trans-African Highway programme, infrastructure and institutions during the life of UNTACDA,

Recalling also resolution 604(XXII) of the ECA Conference of Ministers requesting the Executive Secretary, inter alia, to urgently reactivate the Trans African Highway Bureau in ECA, and also UNDP to provide financial assistance during its Fourth Programming Cycle for the establishment and operation of the Bureau,

Appreciating the efforts made by the Executive Secretary in close collaboration with the World Bank and other institutions and countries to draw the attention of governments to the rapid deterioration of African road networks, and especially the recommendations of the Fourth African Highway Maintenance Conference[1/] which, inter alia, calls upon African governments to introduce institutional and administrative reforms and budgetary mechanisms towards improved and effective maintenance performance; and also urges the World Bank, the OECD and other development agencies and financial institutions to step up their support for road programmes directed at reversing the trend towards road deterioration,

Appreciative also of the effort of the Executive Secretary of ECA in launching yet another major highway, the Beira-Lobito Trans-Southern African Highway during the life of the UNTACDA,

1. Calls upon countries concerned with the Tripoli-Windhoek Trans-Central African Highway to expedite the establishment of their Authority to enhance the accelerated development to all-weather standard of this very important Trans-African Highway;

2. Commends countries concerned with the Beira-Lobito Trans-Southern African Highway for collectively taking the important initial step in the development of their highway, by inaugurating their co-ordinating committee, as a forerunner to a tremendous amount of regional and subregional co-operative efforts required to improve travel and trade in Southern Africa;

1/ E/ECA/TRANS/60, 30 December 1987.

3. Requests the Executive Secretary of the ECA to provide a progress report at the next meeting of the Conference, on the implementation of the resolution to reactivate the Trans African Highway Bureau;

4. Requests also member countries to consider the following matters when addressing road deterioration:

(a) Review of budgetary mechanisms including earmarking and creation of road funds to reallocate sufficient funds for road maintenance and rehabilitation;

(b) Institutional strengthening of road agencies;

(c) Training and motivational initiatives to improve institutional performance and reduce staff turnover;

(d) Reliance on locally available resources including appropriate and more labour-based technologies.

RESOLUTION ECA/UNTACDA/RES.88/72

UTILIZATION OF THE PAN-AFRICAN TELECOMMUNICATIONS NETWORK (PANAFTEL)

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa on 23 and 24 March 1988,

Recognizing that one of the aims of creating PANAFTEL network is to promote closer cooperation and economic integration among African countries,

Bearing in mind resolution ECA/UNTACDA/Res.86/64 of the fifth meeting of the Conference of African Ministers of Transport, Communications and Planning on telecommunications for socio-economic development,

Aware that member States have made considerable investments towards the implementation of PANAFTEL network,

Aware also that the UNDP, ITU and other UN Agencies as well as various international organizations have provided assistance to African member States towards the realisation of PANAFTEL network,

Noting that substantial achievements have been made in the implementation of the network, especially in the West African and the Eastern and Southern African sub-regions,

Noting also that in spite of the investments and achievements made in the implementation of PANAFTEL network, the network is grossly under-utilized and/or improperly used due to a number of operational and/or national policy considerations,

1. Calls on member States to give high priority to the completion of PANAFTEL links within the national boundaries and interconnect them with those of neighbouring countries with a view to completing the whole network;

2. Urges member States to put the PANAFTEL network to greater use for intra-African telecommunication traffic in those subregions where the network is completed and operational.

RESOLUTION ECA/UNTACDA/RES.88/73

DECLARATION OF A SECOND UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

The Conference of African Ministers of Transport, Communications and Planning, meeting at Kinshasa from 23 to 24 March 1988,

Recalling resolution 291 (XIII) adopted on 26 February 1977 by the Conference of Ministers of the Economic Commission for Africa, Economic and Social Council resolution 2097 (LXIII) of 29 July 1977 and General Assembly resolution 32/160 of 19 December 1977 proclaiming the United Nations Transport and Communications Decade in Africa,

Referring to resolution CM/RES 675 (XXXI) of the Assembly of Heads of State and Government of the Organization of African Unity on the United Nations Transport and Communications Decade adopted in Khartoum in July 1978,

Recalling also its resolution ECA/UNTACDA/RES 84/44 adopted in Conakry in February 1984 recommending to Governments of member States to adopt the principle of launching a second United Nations Transport and Communications Decade in Africa,

Recalling further its resolution ECA/UNTACDA/RES. 86/55 adopted during its fifth meeting held in Harare from 10 to 11 March 1986 whereby it:

(a) Adopted the recommendations of the Joint Inspection Unit of the United Nations, namely that:

(i) There should be a period of evaluation and analysis before a decision is taken on whether or not there will be a second Decade. In this connection, the period of evaluation should commence immediately and ECA should find the means of undertaking consultations during the current Decade in order to undertake an in-depth evaluation of the Decade;

(ii) ECA should prepare, as soon as possible, an in-depth evaluation of the decade programme in close collaboration with regional and subregional organizations, the United Nations agencies concerned and other agencies that have been involved in financing and implementing Decade projects;

(b) Appealed to international and regional financial institutions in particular the African Development Bank, the International Bank for Reconstruction and Development and the United Nations Development Programme, to assist with the in-depth evaluation of the impact of the Decade,

Having considered the report of the Sixth Intergovernmental Meeting of Experts of Transport, Communication and Planning,

1. Thanks the United Nations Development Programme for the substantial support granted to ECA which has made it possible to undertake the in-depth evaluation of the impact of the United Nations Transport and Communications Decade in Africa;

2. Adopts the following recommendations of the Sixth Intergovernmental Meeting of Experts of Transport, Communications and Planning.

(a) That in view of the positive impact of the Decade on the integration of transport and communications in Africa and that a considerable effort still needs to be deployed to stimulate cooperation, integration and growth in the transport and communications sectors in Africa, a second Decade should be declared covering the period 1991-2000 in order to sustain the momentum of the activities commenced during the first Decade;

(b) That the expertise and experience acquired during the first Decade should be maintained by retaining and/or reappointing the statutory and executing agencies of the first Decade, namely;

(i) The Conference of African Ministers of Transport, Communications and Planning as the permanent policy making body for the implementation of the Decade programme with the same role and responsibilities as during the first Decade;

(ii) ECA as the lead agency responsible for:

- Preparation of the Decade programme in close collaboration with intergovernmental subregional and regional organizations, United Nations specialized agencies and relevant African and international organizations;

- The harmonization, co-ordination and monitoring of all activities to be carried out by itself and by all the other institutions, within the context of the Decade;

- Ensuring the coherence and harmonization of regional and subregional projects and components of national transport and communications plans and projects related to the global strategy and programme;

- Providing the secretariat services for the implementation of the programme;

(iii) The Inter-Agency Co-ordinating Committee (IACC) as the technical body of the Decade accountable to the Conference of Ministers through the Intergovernmental Meeting of Experts.

(c) That there should be a two-year preparatory period between the end of the first Decade and the launching of the second (1989-1990), during which:

- A long-term transport and communications development plan for Africa, covering the period 1991-2010, will be prepared;

- A detailed programme of activities of the second Decade (1991-2000) will also be prepared;

- The mechanisms for executing the programme of the second Decade will be established; and

- Specific functions to be performed by the various statutory organs and executing agencies of the Decade will be defined;

(d) The ECA in close collaboration with members of the IACC, other relevant UN agencies and African intergovernmental organizations, should undertake the following activities during the two-year preparatory period:

(i) Compile information required for defining a special priority programme consisting of inter-State and interregional projects retained during the first Decade but which were not executed;

(ii) Update and harmonize priority regional, subregional and national projects of subregional significance contained in the national plans and the plans of regional or subregional intergovernmental organizations and specialized African and international organizations;

(iii) Hold consultations with other agencies and organizations currently executing decade programme so as to exchange views and experience which can be useful for the preparation and implementation of the Second Decade;

(iv) Accelerate in collaboration with member agencies of the IACC, the preparation of regional and subregional policies, development programmes and master plans for each transport and communications sub-sector, as well as integrated global master plans of the transport and communications sectors, taking into account the following:

- Plans and programmes should be based on the development of regional corridors that support or are designed to support the development objectives of the Monrovia Strategy and the Lagos Plan of Action;

- Clearly established transport and communications priorities as contained in regional and subregional plans and in the programmes of specialized member agencies of the IACC, or national plans; these will include short-term, medium-term and long-term programmes;

- The need for a coherent minimum programme which must be implemented within the specified period;

- A detailed and appropriate mechanism for the implementation of the regional and subregional components of the programme, including availability and sources of resources;

- Appropriate indicators which would facilitate assessment of the achievement of the programme;

- Relevant recommendations made, but not applied during the first Decade, whose implementation can contribute positively to the preparation and execution of the second Decade;

(e) Undertake with support from intergovernmental organizations and appropriate specialized agencies, a study on the ineffectiveness of transport and communications in Africa and formulate the reforms and policies required;

(f) That new mechanisms for the implementation of the programme of the Second Decade should be established and that some changes be introduced in the modus operandi of some of those existing during the First Decade as detailed below:

(i) That a resource mobilization committee to be chaired by an African institution be created, consisting of UNDP, World Bank, OAU, ADB, BADEA, EEC, ACP as members and ECA providing secretariat services. The Committee should strengthen co-operation among its members and ensure the collaboration and participation of other financial institutions in the financing of such studies and projects that fall within the global strategy;

(ii) That national co-ordinating committees should be established in collaboration with governments and member institutions of the IACC. The committees should be responsible for monitoring in each country the implementation of projects, policies, programmes, modal and sub-sectorial master plans that fall within the global strategy and co-ordinating activities and information with the Decade secretariat;

(iii) That new associations and organizations which should group together professionals or operators in sub-sectors where no such bodies already exist should be created;

(iv) That the Inter-Agency Co-ordinating Committee should meet at least twice a year during the preparatory period in order to consider proposals submitted by the Decade secretariat; advise the secretariat on the formulation of recommendations to be submitted to the Conference of African Ministers of Transport, Communications and Planning;

(v) That the Conference of Ministers should meet at least once a year during the 1989-1990 period, in order to consider and approve the recommendations for the implementation of the global strategy during the second Decade;

(g) That African States are primarily responsible for, and are the principal beneficiaries of, the programme, and should devote adequate and more financial resources to the implementation of the Second Decade than they did during the first Decade and should strictly adhere to the priorities laid down for the execution of projects. Furthermore detailed and specific recommendations relating to each transport mode and communications subsector contained in the sectoral reports, should be carefully considered and incorporated into the Second Decade Programme, so as to enable it to more appropriately address the problems affecting the development of transport and communications in Africa.

3. Recommends to the Assembly of Heads of State and Government of the Organization of African Unity as well as the ECA Conference of Ministers and other appropriate United Nations bodies, to take the necessary measures to proclaim a Second United Nations Transport and Communications Decade in Africa;

4. Appeals to the Administrator of the United Nations Development Programme to continue to provide adequate funds to ECA to enable it to discharge the responsibilties imposed on it in this resolution;

5. Requests the Executive Secretary of ECA to report to its next meeting on the implementation of this resolution.